

BRIDGE ACROSS PEND D'OREILLE RIVER, BONNER  
COUNTY, IDAHO

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JANUARY 15, 1925.—Referred to the House Calendar and ordered to be printed

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Mr. BURTNESS, from the Committee on Interstate and Foreign  
Commerce, submitted the following

REPORT

[To accompany H. R. 11066]

The Committee on Interstate and Foreign Commerce, to whom  
was referred the bill (H. R. 11066) to authorize the construction of  
a bridge across the Pend d'Oreille River, Bonner County, Idaho,  
at the Newport-Priest River road crossing, Idaho, having considered  
the same, report thereon with amendment and as so amended recom-  
mend that it pass.

The bill as amended has the approval of the War and Agriculture  
Departments, as will appear by the letters attached and which are  
made a part of this report.

Amend the bill as follows:

Page 1, line 10, after the word "at," insert "or near."

Page 2, after line 4, insert a new paragraph to read as follows:

SEC. 2. The States of Idaho and Washington, or either of them, or any political  
subdivision or subdivisions thereof, within or adjoining which said bridge is  
located, may at any time acquire all right, title, and interest in said bridge and  
the approaches thereto constructed under the authority of this act, for the  
purpose of maintaining and operating such bridge as a free bridge, by the pay-  
ment to the owners of the reasonable value thereof, not to exceed in any event  
the construction cost thereof: *Provided*, That the said State or States or political  
subdivision or divisions may operate such bridge as a toll bridge not to exceed  
five years from date of acquisition thereof.

Page 2, line 5, strike out "2" and insert "3" in lieu thereof.

DEPARTMENT OF AGRICULTURE,  
*Washington, January 14, 1925.*

HON. SAMUEL E. WINSLOW,  
*Chairman Committee on Interstate and Foreign Commerce,*  
*House of Representatives.*

DEAR MR. WINSLOW: Receipt is acknowledged of your letter of December 30,  
inclosing a copy of H. R. 11066 for report thereon and for such views relative  
thereto as the department might desire to communicate.

This bill would authorize the Interstate Engineering & Construction Co., a corporation of the State of Washington, with its principal office at Newport, Wash., its legal representatives or assigns, to construct, maintain, and operate a bridge across the Pend d'Oreille River in Bonner County, Idaho, at the Newport-Priest River road crossing. This bridge undoubtedly will be a toll State route between Missoula, Mont., and Spokane, Wash., via Sandpoint, Idaho, and Newport, Wash., which route is included in the systems of Federal-aid highways approved for the States of Idaho and Washington. This department would regret very much to see a toll bridge constructed at the point indicated, and it has occurred to us that it should not be difficult for the State to arrange the financing of a free bridge at this point, with the aid of Federal funds, which could be made available for that purpose. In view of the circumstances, therefore, it does not appear that this department could consistently recommend favorable action upon the bill.

In this connection, it may be mentioned that we are in receipt of a copy of a resolution passed by Freeman Lake Grange, No. 125, at its meeting October 24, 1924, pledging their support to any efforts put forth for the erection of a free bridge at this point, and soliciting State and Federal assistance to that end.

Sincerely,

C. F. MARVIN, *Acting Secretary.*

WAR DEPARTMENT, *January 6, 1925.*

Respectfully returned to the chairman Committee on Interstate and Foreign Commerce, House of Representatives.

So far as the interests committed to this department are concerned, I know of no objection to the favorable consideration of the accompanying bill, H. R. 11066, Sixty-eighth Congress, second session, to authorize the construction of a bridge across the Pend d'Oreille River, Bonner County, Idaho, at the Newport-Priest River road crossing, Idaho, if amended as indicated in red thereon.

As the navigable portions of the Pend d'Oreille River do not lie within the limits of a single State the consent of Congress is required under section 9 of the river and harbor act of March 3, 1899 (30 Stat. 1151), for the construction of a bridge thereover.

JOHN W. WEEKS, *Secretary of War.*

